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tology, and those who are interested in other lines than that of the mammals will find great help and comfort in this successful effort to bring within reasonable compass the results of the latest work upon the mammals.

Abundant faunal lists and carefully prepared maps illustrate the facts of faunal migrations and the effect of changing climate and surface upon the development of the mammals from the earliest Tertiary to the Recent. Perhaps nowhere else have the ideas of Tertiary paleogeography and its effects on the interchange of faunas between the continents been so clearly brought out.

By no means the least attractive feature of the book, especially to those who are not familiar with the scattered literature of the subject, are the illustrations of the reconstructed skeletons and the restorations in the flesh of the extinct forms. The skilful work of the artist does not convey an idea of how much work and thought have been expended in the preparation of the restoration from fragmentary material. It is a source of regret that the half-tone plates do not do justice to the beauty of the original drawings or to the mounted skeletons.

One of the questions most frequently asked the collector and describer of vertebrate fossils is—"How do you find the things?" This is as well answered as anyone could by the numerous illustrations of the various camps occupied by the parties from the American Museum which show the character of the country in which the specimens are found.

Not the least valuable part of the book is the very complete classification of the Mammalia, recent and extinct, which occupies nearly fifty pages of the book and is largely the work of Drs. Gregory and Matthew of the American Museum. No less valuable is the bibliography of nearly forty pages.

In a work so comprehensive and full of detail it is always possible for some parts to be less satisfactory than others, and students of Pleistocene geology will hardly be content with the description of the glacial and interglacial stages on pages 442-445. The whole volume is handsome in appearance and readily handled. It is safe to say that the book will find its main usefulness among students of zoology and geology. It is not "science which reads like a novel" to attract even the serious leisure of a general reader, but it will remain for long a most valuable book for workers in Paleontology and related subjects.

E. C. CASE,
University of Michigan.

The Clipper Ship Era. An Epitome of Famous American and British Clipper Ships, Their Owners, Builders, Commanders and Crews, 1843-1869. By Arthur H. Clark. xii and 404 pp., illustrations and index. G. P. Putnam's Sons, New York, 1910. \$2.

A very interesting, descriptive volume dealing with the period of America's supremacy on the high seas from 1843 to 1869, when year after year the great ship owners endeavored to beat their own records in quick and profitable long sea voyages. First developed in reference to the China tea trade, the scene of greatest activity rapidly shifted first to the New York-California route after the discovery of gold in 1849, then later to the Australian route after the decline in California trade, and ended in 1869, with the opening of the Suez Canal, by which time steam had been made to outdo the wind as a motive power for freight vessels.

The author makes much use of technical terms like mizentopgallant masts, maintopsail yards, royalstuddingsails and other names once familiar to every

schoolboy, but now in little use except by a few sailors, and evidently fails to realize that nautical descriptions are not clear to everyone. Still the reader is kept constantly alert by the graphic descriptions and by the author's abounding enthusiasm, obviously based on a masterful knowledge of all that he describes. In fact, some of the passages are real literature and fine examples of narrative writing at its best.

He pays high tribute to the work of Lieutenant Maury in charting the seas, and shows how his Wind and Current Charts and Sailing Directions helped the skilful navigators in cutting time from their long voyages—the greatest ambition of every sailing master in these days of rivalry when the tension was constantly at the breaking point for 86-100 days in the long runs from New York to San Francisco.

Historically the volume is valuable as summarizing the causes and the consequences of the clipper ship trade, and as putting in concise and agreeable form much valuable material that has hitherto remained relatively inaccessible. Authoritative in content, sympathetic in form presented, clearly and appealingly written, the volume deserves to be read for pleasure and profit by all those who wish or need to know about American commerce in the middle of the last century.

R. E. DODGE.

History of Anthropology. By Alfred C. Haddon, M.A., Sc.D. With the Help of A. Hingston Quiggin, M.A. xix and 206 pp., illustrations and index. G. P. Putnam's Sons, New York, 1910. 6½ x 4.

Dr. Haddon, university reader in Ethnology, Cambridge, is an authority on anthropology. In this book he presents the best information relating to his subject matter. Under the head of "Physical Anthropology," he tells of the pioneer workers in this field, of the scholars who systematized the study, of the controversies to which it gave rise, of the gradual unfolding of the antiquity of man, race description and classification, and the methods and aims of psychology. These six chapters fill a little more than half of the volume. The remainder is given to "Cultural Anthropology," discusses the scope and sources of ethnology, the history of archæological discovery, technology, sociology and religion, linguistics, and classification, and influence of environment. A concise, but comprehensive bibliography and index of authors complete this useful work.

The Nations of the Modern World. An Elementary Study in Geography. By H. J. Mackinder, M.A. xvi and 319 pp., maps and illustrations. George Philip & Son, London, 1911. 7½ x 5.

This is the fourth and last volume of Mackinder's Geographical Studies. The book is written from an historical standpoint, and is divided into five parts based upon historical crises in the history of Great Britain. Part I, "The Narrow Seas," treats of lands of the English, French, Dutch, North Germans and other peoples, colonizers and natives, as have a place in history previous to 1800. Part II, "Europe," deals with the growth of Europe following the victory of Trafalgar. Part III, "The Oceans," has for its thread the control of the ocean by the English. Part IV, "The World," discusses the nations which, through commercial competition, have established a place for themselves on the seas and share with England the primacy upon the ocean. Part V, "The British Empire," is based upon an Empire united by the commercial advances of her competitors. The book is well illustrated and is rich in maps.

R. M. BROWN.